

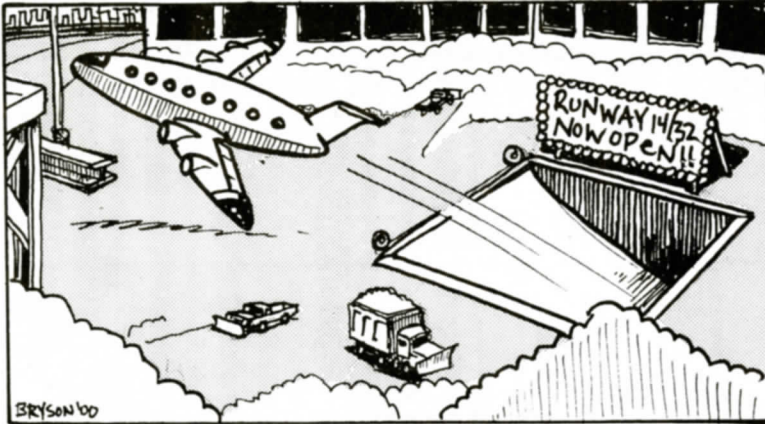
THE BOSTON INFORMER

No. 48

The newsletter for people who care about Boston

December 2000

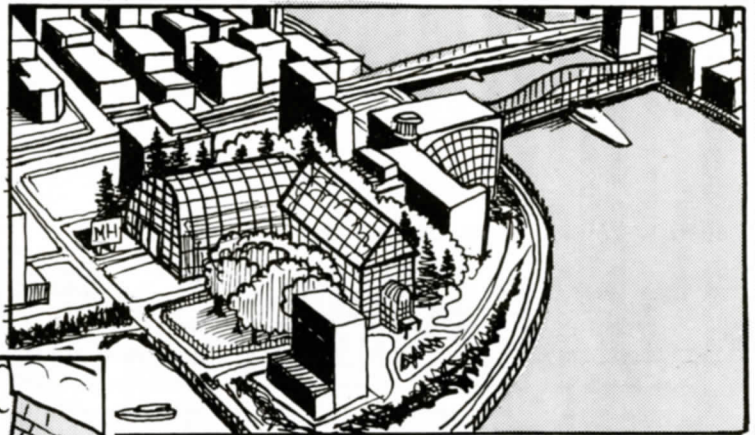
BOSTON INFORMER PREDICTS!



Logan Airport: Agreement is finally reached to allow construction of the new Runway 14/32, but only if it is built underground to cut down noise and used only when snow and hurricanes limit the use of the other runways.

In a related story, Logan 2000, 2001, etc. modernization plans are now approaching \$3.5 billion, up slightly from the earlier \$1.5 billion of the mid-1990s.

Surface Artery Planning: In 2004 Governor Thomas Menino will hire architect Frank Gehry to design spectacular affordable housing along the corridor under the overhead monorail connecting North and South stations.

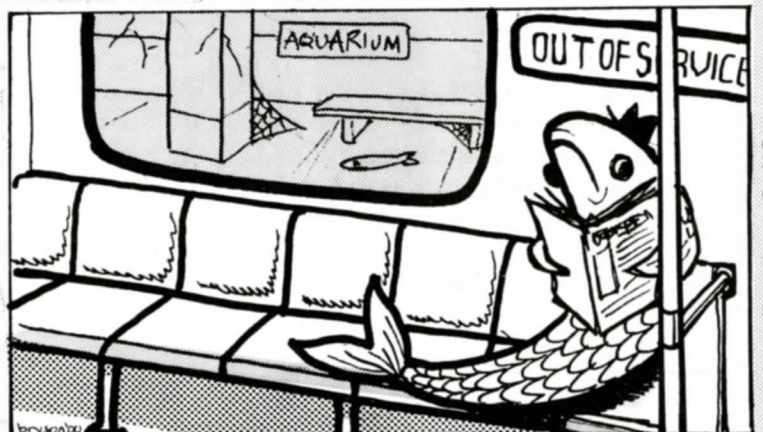


South Boston Waterfront: The Pritzker brothers will give up on developing the Fan Pier and trade the development rights to the Massachusetts Horticultural Society for the rights to build on the Surface Artery parcels 19, 21 and 22, thereby escaping Chapter 91 rules and Secretary Durand. The Horticultural Society has no problem meeting "open-space" requirements on Fan Pier.



LIBRARY
BOSTON ARCHITECTURAL CENTER

MBTA Blue Line: After Aquarium, State and Government Center stations are closed for building six-car platforms, studies by the MBTA during the closure show that ridership on the Blue Line is zero. Consequently, the MBTA permanently shuts down the line for economic reasons.



People Movers

Stuart Dalzell, from private consulting to Massport Aviation Planning

John Dalzell, from Boston's Dept. of Neighborhood Development to Boston Redevelopment Authority

Rich McGuinness, from Boston Conservation Commission to Boston Redevelopment Authority

Laura Guadagno, from Nixon Peabody LLP attorney and former MBTA director of financial planning to chief development officer in the Mass. Executive Office of Administration and Finance

David Spillane, from VHB to Goody, Clancy and Associates.

Linda Forbush, from BSC Group to SEA Consultants.

Curtis Davis, principal of consulting firm REBuildit Collaborative of Boston, appointed to the 12-member legislative commission recommending governance and financing for land opened up by the CA/T project.

① State House under wraps—The massive \$50 million restoration of the State House is in full swing. The four-year project began in earnest in November when the grounds were prepared for construction equipment and the main facade was shrouded in construction canvas. A sketch of three original Boston hills on the canvas—not the State House for some reason—startles old Bostonians.

Architect for the Division of Capital Asset Management: Goody, Clancy and Associates. Contractor: Joint venture of Suffolk Construction and New England Restoration.

② The Tudor Wharf Hotel project in Charlestown is back. The proposed City Square-area hotel has been revived by Tudor Wharf LLC/National Development in Newton.

The project, strategically located next to the North Washington Street Bridge at the site of the former Rapids Furniture warehouse, will be slightly smaller than the original 183-room hotel proposed by the Summerfield Hotel Corp. in 1998. The new project will be a 168-suite extended-stay hotel with heights ranging from 75 feet (plus 12–16 foot mechanicals) to 55 feet. First-floor facilities will include a breakfast cafe, display area and public restrooms. There will be 51 on-site below-grade parking spaces, a significant change from the original proposal which included only off-site parking.

The wharf was destroyed by fire in the mid-1990s. Summerfield's project was abandoned when its parent company, Patriot American Hotels, ran into financial difficulties.

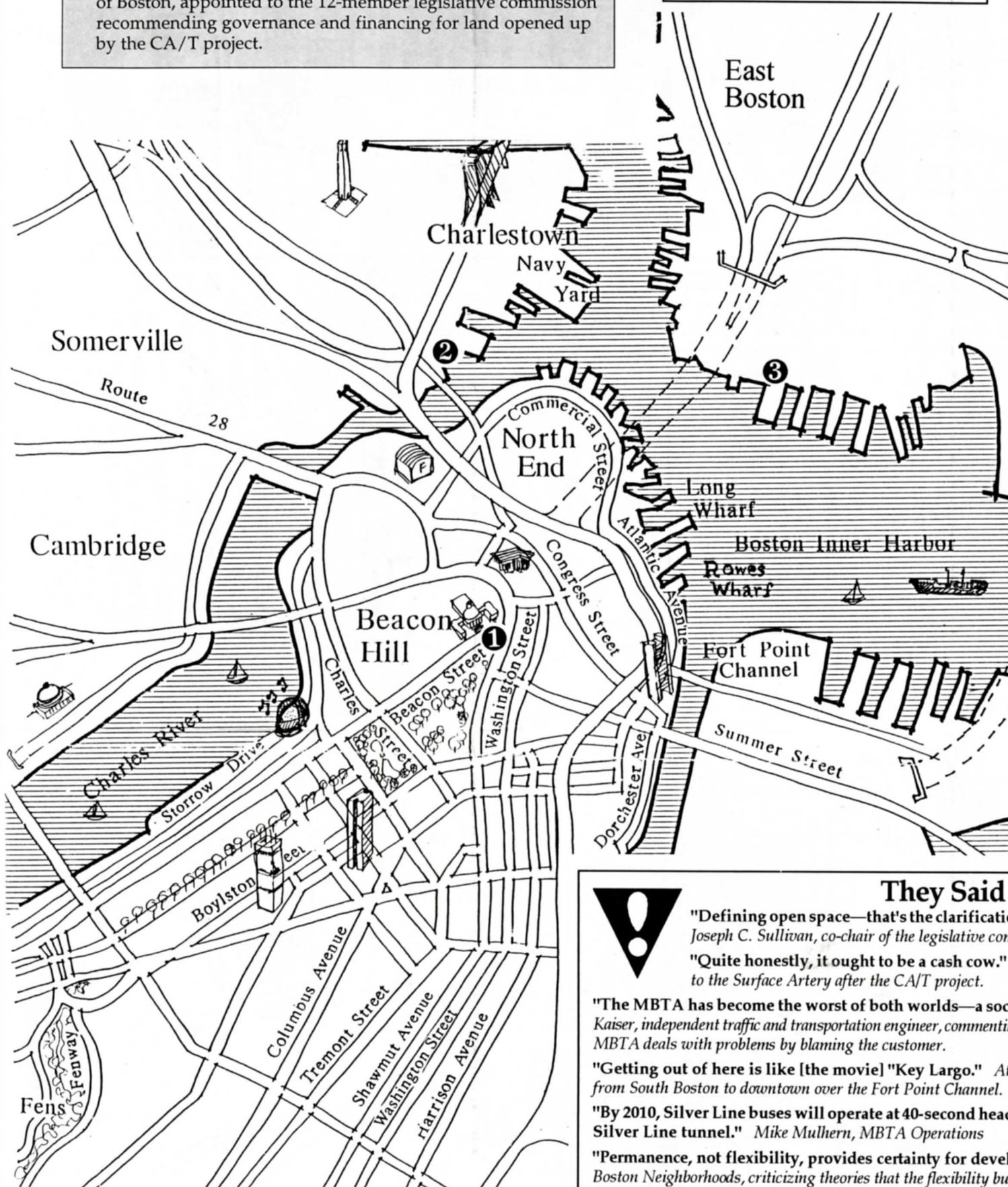
Architect: DiMella Shaffer Associates. Estimated completion date is spring 2002. For the Final Environmental Impact Report, call Daylor Consulting, 781-849-7070.

③ Pier 1, East Boston—Following designation of a developer for Massport's East Boston piers, details of the plans are becoming known. Roseland Properties/Sea Chain of New Jersey was selected by Massport in November to renovate and develop Pier 1, 5 and the Shipyard at East Boston.

Plans call for 500–600 units of housing on Pier 1 ranging from one to five stories high with a neighborhood community room, retail space and public health club. Ground-floor uses will be compatible with Chapter 91 waterways regulations requiring water-related and compatible uses. Restoration of the ferry at Lewis Mall is being considered.

Pier 5 will have a small chandlery/restaurant and a marina. Marginal Street is proposed to be opened for pedestrian access through the Shipyard, the first time since it was closed for security reasons in the 1940s.

Schedule: Pier 1 will be in design and permitting into late 2001 with demolition beginning by year-end 2001. The marina and Shipyard could get started by mid-2001 following Cashman Marine's departure.



They Said It!

"Defining open space—that's the clarification the commission is now working on." Rep. Joseph C. Sullivan, co-chair of the legislative commission on the Surface Artery.

"Quite honestly, it ought to be a cash cow." Jordan Levy, MassPike board member, referring to the Surface Artery after the CA/T project.

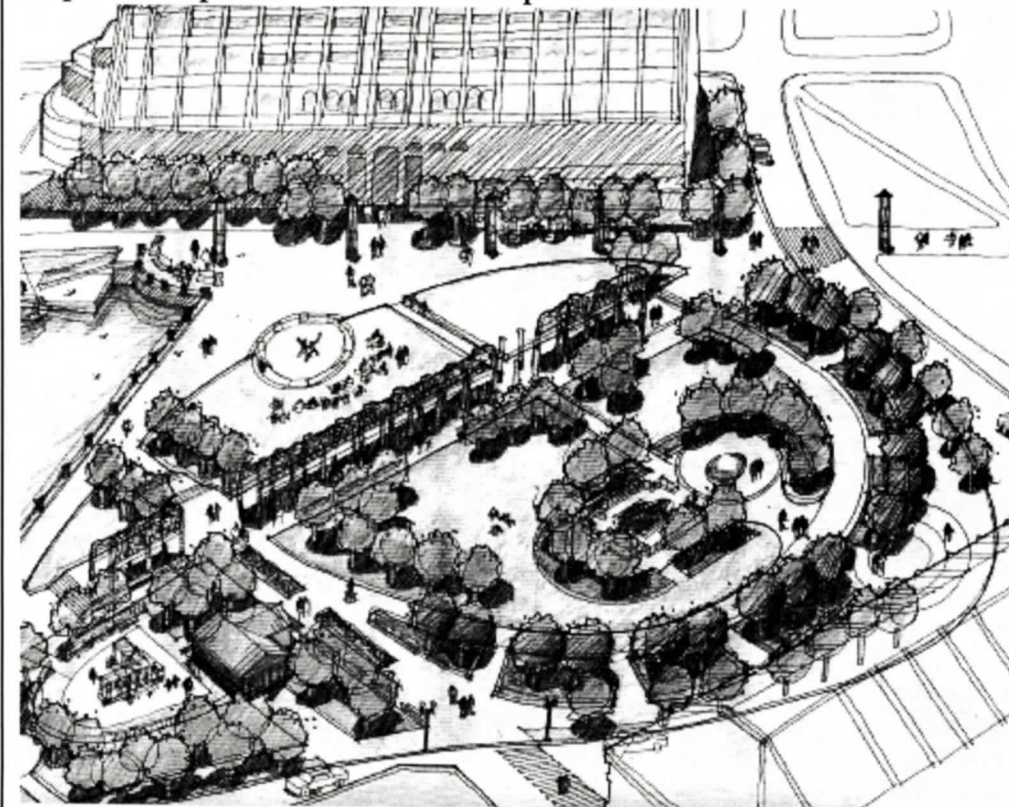
"The MBTA has become the worst of both worlds—a socialist monopoly run by Republicans." Steve Kaiser, independent traffic and transportation engineer, commenting that closing Aquarium station makes him feel the MBTA deals with problems by blaming the customer.

"Getting out of here is like [the movie] 'Key Largo.'" Attorney Lawrence G. Cetrulo on rush-hour traffic from South Boston to downtown over the Fort Point Channel.

"By 2010, Silver Line buses will operate at 40-second headways [89 buses per hour] into and out of the Silver Line tunnel." Mike Mulhern, MBTA Operations

"Permanence, not flexibility, provides certainty for developers and riders." Shirley Kressel, Alliance of Boston Neighborhoods, criticizing theories that the flexibility buses afford is good.

Proposed Improvements at Christopher Columbus Park



The latest proposal for the redesign of the North End/Waterfront Christopher Columbus Park, developed by The Halvorson Company, landscape architects, keeps many of the features of the present park but opens up the Atlantic Avenue side to encourage more use. This plan is estimated to cost \$4 million to \$4.5 million (the original budget from the Boston Parks and Recreation Department was \$3 million). Radical redesign alternatives discussed at a series of community meetings were estimated at \$14 million to \$25 million. The Parks Department will hold more meetings on the plan.

Discussion has started on the formation of a Friends of Columbus Park group that would involve park users, abutters, residents, and other people who care about the park.

Source: The Halvorson Co.

Terminal A, Logan Airport: End of an era—Delta Airlines has gotten the nod from Massport to demolish Terminal A and replace it with a \$400 million state-of-the-art terminal, sometime in the next decade. This move is a follow-up on plans to redesign the terminal that were floated in the early 1990s. The new terminal may be completed around the time the Ted Williams Tunnel is due to be renovated (the Tunnel marked five years of operation in December 2000).

The defunct Eastern Airlines, which pioneered the shuttle concept, built Terminal A in the early 1960s. At the time, Terminal A was considered a cutting-edge facility because it was a self-contained terminal: parking was located on top of the building making it easy for passengers to quickly get to the gate after leaving their car.

You were asking...

- Q. Are we going to see a decline in construction activity during the coming year?
- A. Forecasts by Engineering News Record (Nov. 2, 2000) predict a 1 percent drop in construction in the northeast states for 2001 compared to 2000. Commercial, industrial and institutional building are all forecast to decline. For other regions but the southeast, construction is forecast to increase.
- Q. I'm confused—how many groups are involved in planning for the surface artery after the elevated Central Artery comes down?
- A. Good question. Those we know about (there are probably more) are: 1) the legislative 12-member commission to recommend on governance and financing (also for the other 230 acres created by the CA/T project); 2) the MassPike-initiated Master Plan Steering Committee and its Master Plan team to

develop a corridor master plan; 3) the Mayor's Central Artery Completion Task Force, a city-created group to plan for the surface artery; and 4) the Artery Business Committee through its representation of other groups; and 5) local groups on the Downtown North area, North End, Wharf District, Central area, and Chinatown and Leather Districts. Curiously absent in a leadership role is the Boston Redevelopment Authority.

- Q. Did the Boston Art Commission lose some public art?
- A. Well, the Boston Art Commission did recently issue an appeal to the public to find lost sculpture, murals or memorials of any type situated on property owned by the City of Boston. If you find any in need of restoration or repair please contact M. Mildred Farrell, director (fax: 635-3031). Please note that if it moves or asks for change it is probably not art.

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Getting to the new Convention Center could be half the fun...

The Boston Informer

The goal is simple: provide concise public information on construction projects, planning initiatives and whatever else affects living and working in Boston.

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